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between the upper 8a and lower 8b extensions. In the preferred embodiment, the inner extension 8c provides a second stage of crush strength. In particular, the inner extension 8c further limits the angled barrier intrusion without adding to the flat barrier peak floor G that was created by the two-part angled box structure. Thereby, the vehicle pedestrian safety bumper system 2 is improved, while maintaining the target peak floor G when the bumper system 2 and the barrier impact.

[0026] According to the arrangement of the vehicle pedestrian safety bumper system or impact reduction system 2 of the present invention, an impact reduction zone is created. Forming the impact reduction zone on the SUV requires mounting at least two frame rails 12 on a vehicle body to provide a secure base for the impact reduction system. Securing at least two brackets 10 to the two frame rails 12 provides additional structure for the attachment of the bumper beam 6. Providing the plate member or pedestrian safety plate 4 on the bumper beam 6 allows the impact reduction system 2 to meet the requirements for the alternative upper legform impactor to bumper test. As discussed above, this test is used to simulate the impact of a pedestrian's leg with a vehicle bumper in order to test the force between a pedestrian and the vehicle bumper. Coupling at least two frame rail extensions 8 to the brackets 10 limits the amount of barrier intrusion for 5 mph flat and angled impacts. The arrangement of the vehicle pedestrian safety bumper system provides an impact force reduction zone.

IN THE CLAIMS:

Please amend claims 1-4, 9, 11-12, and 14 as follows:

1. (Amended) An impact reduction vehicle bumper system, comprising:

at least two frame rails;